

REMARKS

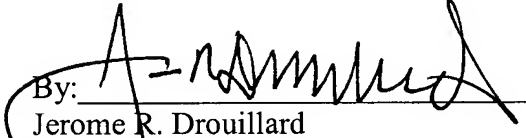
Claims 1 – 34 stand rejected under 35 U.S.C. 112, first paragraph, as failing to comply with the enablement requirement. The Examiner states that the disclosure is unclear as to how the conditions “understeer” and “oversteer” are defined. As a result, paragraph 8 in the specification has been amended to make clear that “understeer” and “oversteer” are produced by disproportionate amounts of brake torque – whether the braking arises from regenerative braking or friction braking, or both. Thus, as amended, paragraph 8 makes clear that when a disproportionate amount of braking torque is applied to the front axle, it reduces the ability of the front wheel to steer the vehicle, thereby causing understeer. Conversely, a disproportionate amount of braking torque applied to the rear axle reduces the lateral friction of the rear tires and produces oversteer. “Understeer” and “oversteer” are conditions which existed long before the advent of electrodrive vehicles, and those skilled in the art of automotive design certainly appreciate this fact. Applicants respectfully submit that as amended, paragraph 8 clears up any uncertainty regarding definition of “understeer” and “oversteer.”

The Examiner states further that the specification does not adequately define overbraking. In this regard, the Examiner’s attention is directed to paragraphs 32 and 36 of the specification, wherein it is stated that overbraking is determined by comparing the actual brake amount with the desired brake balance. If the actual brake amount or brake torque is greater than the desired balanced braking torque, overbraking is occurring. Applicants respectfully submit that this is clear from the context in which these terms are used in Applicants’ specification.

Finally, the Examiner has questioned the accuracy of Figures 2 and 3. Applicants respectfully submit that these figures are correct, because each begins with a determination as to whether the vehicle is oversteering, or understeering, by measuring yaw. Then, the actual brake balance may be compared with the desired brake balance. If necessary, the regenerative braking will be adjusted. Figures 2 and 3 follow the claims and the text of the specification and are therefore accurate.

In sum, Applicants respectfully submit that with the corrections to the drawings and with the corrections to paragraph 8 of Applicants' specification, this case is now in condition for allowance and should be passed to issue. Such action is earnestly solicited.


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CERTIFICATE OF MAILING

I hereby certify that the enclosed Amendment is being deposited with the United States Postal Service as first class mail, postage prepaid, in an envelope addressed to Mail Stop Non-Fee Amendment, Commissioner of Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on this 16th day of February 2004.



Daphne Poh